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greater interest to the readers of a journal of politics and economics is the chapter of Professor Nicholson, of the University of Edinburgh, on "British Economists."

WILLIAM E. LINGELBACH.

University of Pennsylvania.

Casson, Herbert V. *The Romance of Steel.* Pp. xiv, 376. Price, \$3.50.
New York: A. S. Barnes & Co., 1907.

The character of this book is best told in the words of the author's preface—"the first popular history of our greatest American industry." "The wonderful story of steel," continues the author, "is here told in such a way that those who have no technical knowledge of steel making may enjoy and appreciate the miracles that have been accomplished." Though written "after the manner of fiction, the facts have been gathered from the highest authorities."

The rise of Carnegie, Frick, Phipps, and a dozen other steel magnates, the story of the Superior ore ranges and the tales of Pueblo and Birmingham are chapters which will appeal to everyone who ever saw a steel rail or a blast furnace.

The book is all that the author claims for it. It is decidedly readable, despite an occasional complication of biographies. The title, however, may prove misleading. The person seeking a scholarly, or even complete, history of the iron and steel industry in this country will certainly be disappointed at the brief mention accorded the early history of iron making. Less than ten pages out of nearly 400 are allotted to the iron industry from 1622 to 1847. Briefer biographies of some of the "thousand millionaires" could have made way very profitably for a more thorough historical setting. A millionaire is said to have a fascination for the average American mind, but at times Mr. Casson's eulogies detract from, rather than add to, the value of the book from the standpoint of interest in steel and its history.

The volume is essentially a history and eulogy of the United States Steel Corporation, or, as we read in one place, "a story of money makers." Mr. Casson appears to have nothing but commendation for this gigantic industrial combine and its individual members. The final chapter forecasts a glowing future for steel in every field of activity, as glowing as could be expected from the most optimistic operator himself. The book is to be heartily recommended to all who would know the manner in which America's greatest industry came to be controlled by a relatively small group of men. The commercial, industrial, social,—in fact the entire body of the economic relations of the steel business are barely touched, the "money makers" and the "thousand millionaires" evidently having proved the more engrossing part of the romance.

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